# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

## INTERDEPARTMENT CORRESPONDENCE

FILE:

STP00-0013-01(063) Gwinnett Hall

**OFFICE:** Engineering Services

P.I. No.: 132950

SR 13/Buford Highway Widening

September 16, 2009 DATE:

FROM:

Ronald E. Wishon, Project Review Engineer NEW

TO:

Colin Houppermans, EIT, District 1 Design

#### IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES SUBJECT:

The VE Study for the above project was held July 14-17, 2009. Responses were received on September 15, 2009. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT#	Description	Potential Savings/LCC	Implement	Comments
RD-1	Use 11 ft lanes on SR 13	\$952,478	Yes	This will be done.
RD-2	Build a 14 ft flush median on SR 13	Proposed = \$2,288,132  Actual = \$859,100	No	Both ends of the project tie to sections with raised medians. The City of Buford has requested a raised median for this project and will likely request to install landscaping as well. They have offered to maintain the median. (See attached letter). ADT is 30,100 in the design year, which far exceeds the GDOT policy for flush medians. Due to the anticipated volume along this corridor, a two way left turn lane would not achieve the need and purpose of the project – to improve LOS by reducing traffic congestion and improve safety. This corridor experiences higher than average crashes and injuries. The raised median will help to reduce the number of accidents by restricting left-turns and crossover traffic movements. Savings have been revised because the VE team used total plan quantities instead of mainline only quantities. The Project Manager has provided calculations removing the side road quantities. This greatly reduces the potential savings.

## STP00-0013-01(063) Gwinnett Hall Implementation of Value Engineering Study Alternatives

RD-4	Use an 11 ft inside lane and a 12 ft outside lane on SR 13	\$476,206	No	This cannot be done because RD-1 will be implemented.
RD-5	Use a 12 ft urban shoulder on SR 13	\$1,608,311	Yes	This will be done.
RD-6	Use 11 ft travel lanes on selected side streets	Proposed = \$139,717 Actual = \$107,128	Yes	This will be done in 5 of the 7 suggested locations: City Hall Street, Carter, Ledford, Relocated Thunder and Old Thunder.
RD-7	Eliminate the gravity wall at Thunder Road	\$56,845	Yes	With the use of the 12 ft urban shoulder (RD-4), the wall may be eliminated.
RD-8	Eliminate the signal and median opening at City Hall Street	Proposed = \$243,230  Actual = \$155,770	Yes	The signal will be eliminated, but the median opening will remain to allow for uturns.
RD-9	Eliminate the signal and median opening at Ledford Road	Proposed = \$241,609  Actual = \$155,770	Yes	The signal will be eliminated, but the median opening will remain to allow for uturns.
RD-22	Relocate drainage system C1 to C4 to the east	\$4,218	No	With the implementation of the urban shoulders (RD-4) the conflict with the wall may be eliminated. Therefore, the drainage system can remain in the proposed location.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:	Del MR	Date:	91	17/	0	9
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Gerald M. Ross, PE, Chief Engineer

REW/LLM Attachments

c: Genetha Rice Singleton

Robert Mahoney/Neil Kantner/Colin Houppermans

Kim Coley

Randy Davis/Harold Mull

Ken Werho Lisa Myers Matt Sanders

## MorelandAltobelliAssociates,Inc



2211 Beaver Ruin Road, Saite 190 · Norcross, Georgia 30071 · 770/263-5945 · Fax: 770/263-0166 · ma@maai.net

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Albert J. Joyner, Jr. Vice President

September 14, 2009

Mr. Colin Houppermans, E.I.T. Georgia Department of Transportation Gainesville District-Design 1505 Athens Highway Gainesville, GA 30507

Re:

Buford Highway from Sawnee to SR 347 STP00-0013-01(063), Gwinnett County

P.I. No. 132950

Dear Mr. Houppermans:

Outlined below are responses to the design suggestions included in the Value Engineering Report for the above referenced project. Cost savings for partial implementation of alternatives are shown adjusted.

## Alternative RD-1

Description:

Use 11-ft. lanes on SR 13

Cost savings:

\$ 952,478 Recommendation: Accept

### Alternative RD-2

Description:

Build a 14' flush median on SR 13

Cost savings:

\$ 859,100

Response:

Project is 1.53 mile long, 45 MPH urban minor arterial with 30,100 ADT in design year. The southern end of the project ties into a raised median that has been landscaped. The northern end will tie into the Friendship Road project, which has a raised median.

Due to the anticipated volume along this corridor substituting a 20-foot raised median with a 14-foot two-way left turn lane would not achieve two objects for this project as well, improving the LOS by reducing traffic congestion and improving safety.

The ability for this facility to accommodate and distribute traffic between the major traffic generators is the primary purpose of the facility. In order to maintain the design speed and efficiency of the facility, the project proposes to construct a raised median throughout the length of the project. The raised median would help to reduce the number of crashes by restricting left-turns and crossover traffic movements to occur only at median openings. The project would also construct deceleration lanes to separate right turning traffic from through traffic.

An inventory of recent historical crash data from 2003 to 2005 is provided in the table below. The table lists the total number of crashes and injuries coded to Buford Highway within the proposed project termini. No fatalities were recorded during this time period. Accordingly, the crash and injury rates were calculated and shown beside the statewide rates for an urban minor arterial, the assigned functional class of Buford Highway. The crash and injury rates provided are in units of 100 million vehicle miles.





## History of Traffic Crashes

	No. Of Crashes		Statewide Rate	No. Of Injuries		Statewide Rate
2003	51	628	572	26	320	143
2004	51	617	490	17	205	123
2005	56	600	534	31	332	135

The results indicate that Buford Highway exhibits above average crash and injury rates as compared to similar facilities statewide. These crash and injury rates stress the need for proposed improvement on Buford Highway. The proposed improvement would reduce the number of crashes, enhance the safety of motorist's and improve level of service.

Limiting access from driveways would avoid vehicles having to traverse three lanes of traffic while simultaneously trying to compete for space in the center turn lanes. Flush medians tend to have more severe accidents (head on collisions) than raised medians. Flush median provide less access control than raised medians having a lower LOS.

The City of Buford's attached letter notes that the adjoining segments are raised median and contributing to driver expectation and aesthetics.

Please see GDOT's median guidelines Section III. C. which calls for 20 ft. raised median for this type of roadway and traffic volume, as does GDOT's Design Policy Manual Table 6.8.

Lastly, the results of the comparison in RD-2 are incorrect in that they compare the total project quantities to a mainline only quantity. Given the large contribution of side roads too these quantities a revised savings has been calculated.

Recommendation: Reject

## Alternative RD-4

Description: Us

Use an 11' inside lane and a 12' outside lane on SR 13

Cost savings:

\$ 476,206

Response:

Exclusive to RD-1.

Recommendation: Reject

## Alternative RD-5

Description:

Use 12-ft, urban shoulders on SR 13

Cost savings: \$ 1,608,301 Recommendation: Accept

## Alternative RD-6

Description:

Use 11-ft. travel lanes on selected side roads

Cost savings:

\$ 107,128

Response:

Side road tie ins are typically short in length and matching existing lane width is a consideration. For the following roads the recommendation is accepted to utilize 11 ft. lanes: City Hall St., Carter, Ledford, Reloc.

Thunder and Old Thunder.

Recommendation: Accepted at 5 of 7 locations





Alternative RD-7

Description: Eliminate gravity wall at Thunder Road

Cost savings: \$ 56,845

Response: With the use of 12 ft. urban shoulders (RD-4), the wall may be eliminated.

Recommendation: Accept.

Alternative RD-8

Description: Eliminate signal and median opening at City Hall Street

Cost savings: \$ 155,770

Response: Eliminate signal but keep median opening to allow for u-turns and City Hall Street access via stop condition.

With Bryant road closed City Hall Street is only access to SR 13 for a distance.

Final Disposition: Accept with modification.

Alternative RD-9

Description: Eliminate signal and median opening at Ledford Street

Cost savings: \$ 155,770

Response: Eliminate signal but keep median opening to allow for u-turns and Ledford Street access via stop condition.

Church, boat yard, trailers and Electrical substation are accessed via Ledford.

Final Disposition: Accept with modification.

Alternative RD-22

Description: Relocate drainage structures C1/C4 to the east

Cost savings: \$4,218

Response: With the reduction in urban shoulder width (RD-4) the conflict with the wall may be eliminated. At that point,

it would be preferred to outlet pipe at same location as existing drainage out falls. A perpendicular crossing

would be preferred that lines up with the existing ditch.

Final Disposition: Reject

If there are any questions concerning this information, or if any additional information is needed, please do not hesitate to contact me at 770-263-5945.

Thank you,

cc:

Maurice J. Sheehan P.E.

Project Manager

File 06611; BMH, BK





# City of Buford

2300 Buford Highway • Buford, Georgia • 30518 • (770) 945-6761 • FAX (770) 932-7976

August 14, 2009

Mr. Collin Houppermans, E.I.T. Georgia Department of Transportation Gainesville District-Design 1505 Athens Highway Gainesville, Georgia 30507

RE: Buford Highway from Sawnee Avenue to SR 347 STP00-0013-01(063), Gwinnett County P.I. No. 132950

Dear Mr. Houppermanns:

The City of Buford appreciates GDOT's work on this project as we continue to move forward with the widening of Buford Highway. As you know, the VE study has been completed with the recommendations forwarded by the study group. Moreland-Altobelli will be forwarding the City's formal response shortly. However, I did want to comment on Alternative RD-2. The City requests that the raised 20' median remain as designed. We have installed and maintained landscaping along the current Buford Highway median in Buford for many years. This complements our community and we believe it's the best maintained and most aesthetically pleasing along the corridor. The City will help maintain the new median and will likely request to install landscaping as well.

Thank you for your consideration and please call me, (770) 945-6761, if you have any questions.

Best regards,

Bryan Kerlin City Manager City of Buford

Cc: City Commissioners Moreland-Altobelli

# Calculations



PROJECT:

Georgia Department of Transportation

STP00-0013-01(063) - P.I. No. 132950

**Buford Highway** 

Gwinnett/Hall Counties

DESCRIPTION:

Build a 14' flush median on SR 13

ALTERNATIVE NO .:

RD-2

SHEET NO .: 3 of 4

=>

Assumptions:

Drainage Costs will increase approximately 15% due to an increase in impervious area.

Existing Pavement shall be cut back 1' and overlaid.

An increase of Signing and Striping cost of 50%

Alternative Pavement:

Wearing and Upper Binder- (62'wide x 8615 LF) / (9SF/SY) = 59,347.8 SY => 59,348 SY

Lower Binder-

(40) wide x 8615 LF) / (9SF/SY) = 38,288.8 SY  $\Rightarrow 38,289$  SY

Base Layer-

(47) wide x 8615 LF) =

=> 404,905 SF

Superpave 12.5mm =  $(59,348 \text{ SY} \times 165/2000) = 4,896.2 \text{ TN} \Rightarrow 4,897 \text{ TN}$ Superpave 19.0mm = (59,348 SY x 330/2000) = 9,792.4 TN = 9,793 TN

Superpave 25.0mm = (38,289 SY x 550/2000) = 10,529.5 TN => 10,530 TN

14" GAB =  $[(404,905 \text{ SF} \times 1.167 \text{ FT}) \times (135\#/\text{ CF})] / (2000\#/\text{ TN}) = 31,895.4 \text{ TN} => 31,896 \text{ TN}$ 

Additional Earthwork: assume 1 ft depth = (15FT x 8615FT x 1FT) / (27CF/CY) = 4,786.1 CY 4786 CY

**ROW reduction:** 

Reduction in width of median from 20' to 14'= 6'.

Overall project length= 8615LF

8615LF x 6' w=51690LF/43560SF/AC=11.62 AC

Note: ROW burdened cost was derived from the sum of total costs for ROW(Fee Simple, easements, Improvements, relocation, damages, administrative/court costs, and scheduling contingency) divided by the area to arrive at a burdened figure per acre.

Total area ROW required= 11.62 AC

Total ROW costs=\$10,044,300

Average hurdened cost per acre= \$864,620.81

AS RD-1 AND RD-5 ARE TO Be implemented Alw would only be easement typically 1/2 RIW cost. Y2(864,620.81) = 43 2310

Superpail 19 mm (45,947 x 330/2000) = \$ 7,581 TONS SUPER PAVE 25 MM (45,947X 550/2000) (581 X 8615(F) 195F/SY = 55519 SY = 499,670 S.F. 14"GAB (499,670 SF X 1.1678) (135#/CF) /2000#TON = 39,360 TON

# Cost Worksheet ALTERNATIVE NO.:



PROJECT:

Georgia Department of Transportation

STP00-0013-01(063) - P.I. No. 132950

RD-2

**Buford Highway** 

**Gwinnett/Hall Counties** 

Build a 14' fluch median on SR 13

SHEET NO .

4 of 4

DESCRIPTION: Buil	· M		2010	GINAL ESTI	MA.	TE		PRC	POSED EST	rim/	ATF	
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ITEM	UNITS	NO. OF UNITS		ST/ UNIT		TOTAL	NO. OF UNITS	CC	OST/ UNIT		TOTAL	
310-1101- GAB	TN	45,947 47,366	\$	17.76	\$	8/6,0/9 <del>841,220</del>	31,896		\$17.76	\$	566,473	
402-3121- 25mm Superpave	12,635 TN	- <del>20,175</del>	\$	60.01	\$	758,226 1,210,702	10,530		\$60.01	\$	631,905	
402-3190- 19mm Superpave	TN	7,58/ -8 <del>,073</del>		68.12	\$	516,417 549,933	9,793		\$68.12	\$	667,099	
402-3 <b>130- 12.5</b> mm Super <b>pave</b>	TN	3,790 <del>-8,10</del> 8	\$	64.41	\$	ン44,114 <del>521,91</del> 4	4,897		\$64.41	\$	315,416	
Drainage	LS	1	\$	579,849	\$	579,849	1.15	\$	579,849	\$	666,826	
ROW-Burdened	AC	11.62	\$	884,821	\$-	5,648,896	10.44		\$864,621	\$	4,513,316 9,026,643.	
441-6740- Conc. Curb and Gutter, Type 7	LF	16,750	\$	13.66	\$	228,805	0	\$	13.66	\$		
Signing & Striping	LS	1	\$	20,957	\$	20,957	1.5	\$	20,957	\$	31,436	
Unclassified Excavation	CY	0	\$	3.00	\$	-	4,786	\$	3.00	\$	14,358	
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TOTAL					\$	15,400,304	9,006	61	<u>ل</u>		13,112,172	
Estimated Savings:								1	No. of Carlotte Control of Carlotte Control	\$	2,288,132	\$859

# **Calculations**

PROJECT:

Georgia Department of Transportation

STP00-0013-01(063) - P.I. No. 132950

**Buford Highway** 

**Gwinnett/Hall Counties** 

Use 11' travel lanes on selected side streets DESCRIPTION:

ALTERNATIVE NO .:

RD-6

SHEET NO .: 3 of 4

## Side Streets/Length; (Avg W=30')

Relocated Thunder Road 1070'x 30'/9 = 3,567 SY

Old Thunder Road Tie 300' x 30'/9 = 1,000 SY

Ledford Road 565'x 30'/9 = 1,883 SY

Holiday Road 460'x 30'/9 = 1,533 SY

City Hall Street 170'x 30'/9=567 SY

Carter Road 160'x 30'/9 = 533 SY

Summer Oak Drive  $\frac{300}{x} \frac{30'}{9} = 1,000 \text{ SY}$ 

Overall Length side streets = 3,025' x 2'w reduction/9 = 672SY reduction in side street full depth build-up.

Typical section build-up =

503 5 Y 165 LB/SY =>12.5mm Superpave = 672SY x 165/2000=56 ton reduction

220 LB/SY=>19mm Superpave =  $\frac{563}{672}$ SY x 220/2000=74 ton reduction

2265'x 2'W /9

10" GAB = 672 SY x 1,000LB/SY/2000 = 336 ton reduction

## ROW Area reduced=

6050SF/43560SF/AC = 0.13 AC reduction.

4530/43560 = 0.104 AC

Note: ROW burdened cost was derived from the sum of total costs for ROW(Fee Simple, easements, Improvements, relocation, damages, administrative/court costs, and scheduling contingency) divided by the area to arrive at a burdened figure per acre.

Total area ROW required= 11.62 AC

Total ROW costs=\$10,044,300

Average burdened cost per acre= \$864,620.81

# Cost Worksheet



PROJECT:

DESCRIPTION:

Georgia Department of Transportation

STP00-0013-01(063) - P.I. No. 132950

Use 11' travel lanes on side streets

**Buford Highway** 

Gwinnett/Hall Counties

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SHEET NO .:

ALTERNATIVE NO.:

4 of 4

RD-6

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310-1101- GAB	TN	47,366	\$	17.76	\$	841,220	投跳	\$	17.76	\$	836,145 855,255
402-3190 - 19mm Superpave	TN	8,073	\$	68.12	\$	549,933	8018 7,999	\$	68.12	\$	546,186 544,892
402-3130- 12.5mm Superpave	TN	8,103	\$	64.41	\$	521,914	8061 <del>8,847</del>	\$	64.41	\$	519,209 <del>518,307</del>
ROW-Burdened	AC	11.62	\$	864,621	\$	10,046,896	41.49	\$	864,621.00	\$	<del>-9,034,495</del>
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Mark-up at ####					\$	1,195,996	4			\$	<del>-1,183,29</del> 5
TOTAL					\$	13,155,959				\$	13,016,242 \$ <del>109,717</del>

1,186,257 13 048.937

Estimated Savings:

107 128

# Cost Worksheet



ALTERNATIVE NO .:

PROJECT:

DESCRIPTION:

Georgia Department of Transportation

STP00-0013-01(063) - P.I. No. 132950

RD-8

**Buford Highway** 

**Gwinnett/Hall Counties** 

Eliminate signal and median opening at City Hall Street

SHEET NO .: 4 of 4

City	Hall S	treet						_			
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CURB & GUTTER	LF	0			\$	-	320	\$	15.79	\$	5,053
EARTHWORK	CY	0	\$	3.00	\$	-	540	\$	3.00	\$	1,620
GRASSING	AC	0	\$	850.00	\$	-	1	\$	850.00	\$	850
12.5 mm SUPERPAVE	TN	134	\$	64.41	\$	8,631	1340		64.41	\$	-
19.0 mm SUPERPAVE	TN	268	\$	68.12	\$	18,256	2640	\$	68.12	\$	-
25.0 mm SUPERPAVE	TN	446	\$	60.01	\$	26,764	4460	\$	60.01	\$	
14" GAB	TN	1,085	\$	17.76	\$	19,270	10450	\$	17.76	\$	-
SIGNALS	EA	1	\$	155,720	\$	155,720	0	\$	155,720	\$	•
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Sub-tota	1		1		\$	228,641				\$	7,52
Mark-up at 10%	6				\$	22,864				\$	75
TOTAL	_				\$	251,505				\$	8,27
Estimated Savings:							- 13				\$243,23

\$ 55,71

# Cost Worksheet



PROJECT:

Georgia Department of Transportation

STP00-0013-01(063) - P.I. No. 132950

RD-9

**Buford Highway** 

**Gwinnett/Hall Counties** 

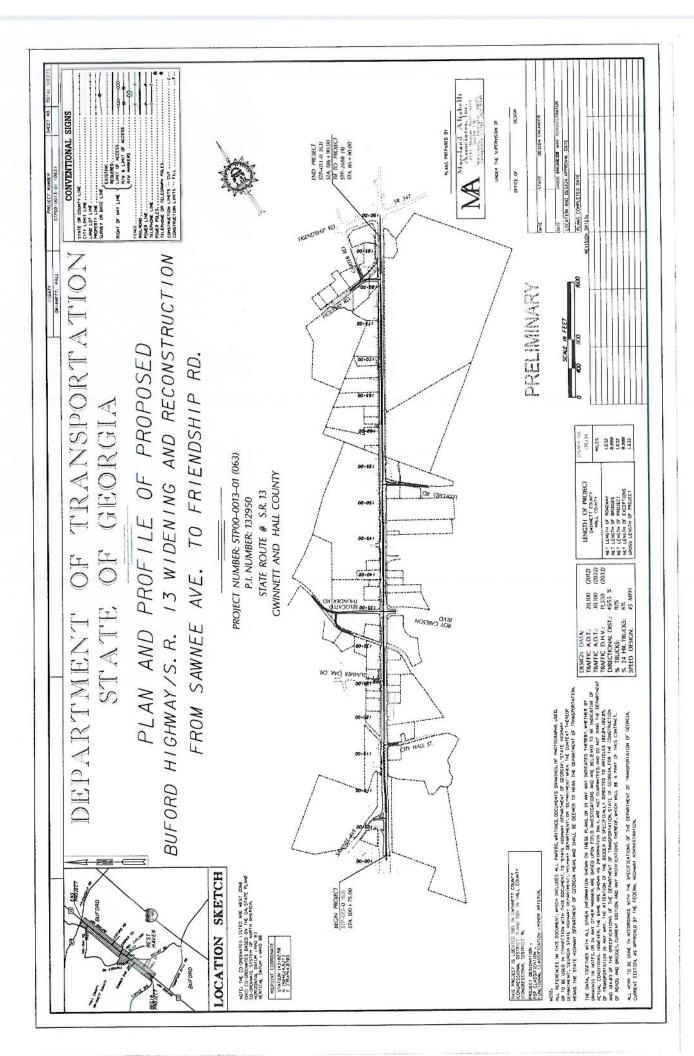
Eliminate signal and median opening at

ALTERNATIVE NO.:

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EARTHWORK	CY	0	\$	3.00	\$	_	525	\$	3.00	\$	1,575
GRASSING	AC	0	\$	850.00	\$	-	1	\$	850.00	\$	850
12.5 mm SUPERPAVE	TN	131	\$	64.41	\$	8,438	13/0		64.41	\$	-
19.0 mm SUPERPAVE	TN	261	\$	68.12	\$	17,779	260		68.12	\$	
25.0 mm SUPERPAVE	TN	434	\$	60.01	\$	26,044	4340		60.01	\$	-
14" GAB	TN	1,060	\$	17.76	\$	18,826	10600	\$	17.76	\$	-
SIGNALS	EA	1	\$	155,720	\$	155,720	100	\$	155,720	\$	72
Sub-tota	1				\$	226,807				\$	7,16
Mark-up at 109					\$	22,681				\$	71
	_					249,488	(62)			\$	7,87

41 of 71

\$155,70



# PRECONSTRUCTION STATUS REPORT FOR PI:132950-

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182010   Fried SurveysSDE   1920201   Fried	011/2/10	12/3/2009	Manning			0							
2047010   Performancy Plans   Performancy Pl	2/7/2009	1/8/2010	Field Surveys/SDE			0				-			
247010   104deground Storage Tanks   27022009   1000   1000   2	12/2010	2/10/2011	Preliminary Plans			0					STIP	AMOUNTS	
172010   Athermic Obtainment   Activity		2/4/2010	Underground Storage Tanks	7/22/2009		100							
2012-01-1   PFPR Inspectation   PFPR Inspectation   PFR Inspectation	/25/2009	1/7/2010	404 Permit Obtainment			0 6	PE Cost Est Amt:			Activi		Cost	Fund
ACRIVATION   RAW Plans Fraparation   ACRIVATION	/4/2011	3/7/2011	PFPR Inspection			0 0	PE Cost Est Amt			PE		50,000.00	L240
712201   AV Plans Final Approval   AV Plan	/8/2011	6/27/2011	R/W Plans Preparation			0 0	ROW Cost Est Amt:			PE			207
1/12/2013   Law Dapproval   Law Dappoval   Law Daw Davis   Law Dappoval   Law Daw Davis   Law Davis	/28/2011	7/29/2011	R/W Plans Final Approval			•	ROW Cost Est Amr			ROW		0.00	207
Orange   O	/13/2011	4/15/2011	L & D Approval			0 0	Thildry Cost Est Amt			WOW		000	1.740
1/42/01.2   State Kww   1/42	/1/2011	6/11/2013	K/W Acquisition			) c	Offinity Cost Est Affic			2		000	2 2
17/2010   First Design   2017/2012   First Des	2/22/2011	7107/4/1	Stake K/W			. 0	CST Cost Est Amt.			10		0.00	3 :
ATT / 12012	0107/07/	0107/7/70	Soll Survey							CST		0.00	L240
1. MARCH 99 ASSIGNED URBAN DESIGN ON 326/1999   District Comments	1107/81/	2107//1/7	Final Design			0							
LR MARCH 99: ASSIGNED URBAN DESIGN ON 3/26/1999 NO BRIDGE REQUIRED DMR.NEED SCHEDULEIPE 12-10-1999 NO BRIDGE REQUIRED DMR.NEED SCHEDULEIPE 12-10-1999 EAFONSIINotApydiNoSchRWilpdated7-13-09(COLEY PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06. PMA SGN BUF	/11/2012	7/9/2012	Submit FFPR Responses (OES)			0							
NO BRIDGE REQUIRED DMR.NEED SCHEDULEJPE 12-10-1999 EAFONSIINotapudINoSchRWijpdated7-13-09[COLEY PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06.  ##OLD*: SR 13 Buford Hwy on the ARC BikePed Plan (2002) pg 77 & 98; Dec 65: GDOT to fund ROW/CST above 53.35 mil ROM/CST above 53.35 mil ROW/CST above 53.35	:DD:	LR MAR	CH 99: ASSIGNED URBAN DESIGN ON 3/26/1999						District Co	mments			
DMR:NEED SCHEDULEIPE 12-10-1999 EAFONSIINotApwdNoSchRW/IUpdated27-13-09/COLEY PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06.  **HOLD**: SR 13 Buford Hwy on the ARC BikePed Plan (2002) pg 77 & 98; Dec 05: GDOT to fund ROW/CST above 53.25 mil ROW/CST above 53.25	ridge:	NO BRID	GE REQUIRED										
EA/FONSIINotApvdINoSchRW UpdatedD7-13-09 COLEY PMA SGN BUFGORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06.  *HOLD*; SR 13 Buford Hwy on the ARC BikePed Plan (2002) pg 77 & 98; Dec 05; GDOT to fund ROW/CST above \$3.25 mil ROW/	esign:	DMR:NE	ED SCHEDULE PE 12-10-1999				VE Responses sent to Eng Se	rvices; (9/1/09; CRH)					
PMA SGN BUFORD DO PE & UTILIROW & CST TO BE DONE BY FUTURE AGREEMENTS 10-24-06.	:SI	EA/FONS	II NotApvd NoSchRW Update@7-13-09 COLEY				VE Study held 7/14; PIOH he	ld on 6/11					
PROWICST above \$3.25 mil ROWNISSIONER AMEN PROMISSIONER AMEN PRESSENT OF TOTAL PER COMMISSIONER AMEN PROMISSIONER AMEN PROMISSIONER AMERICAN AMEG WHEN SOW COMPL 4/15/99 AMERICAN AMEG WIDENING; PE BY LOCAL PER COMPL 4/15/99 AMECSTREHAB (WIDENING); PE BY LOCAL Acquired by:  RECSTREHAB (WIDENING); PE BY LOCAL Acquired by:  Recstreed CT: 55 Total Parcel in ROW System: Relocations: Relocations: Review: Acquired: Acqui	GPA:	PMA SGN	N BUFORD DO PE & UTILIROW & CST TO BE DOI	NE BY FUTURE AGR	EEMENTS 10-24-06.								
ROW/CST above \$3.25 mil numing: 12-05 PE SWITCHED TO LOCAL PER COMMISSIONER numing: 132950IW Op: KBH:SEND PLANS FOR SIGN & MKG WHEN 50% COMPL 4/15/99 RECSTREHAB (WIDENING); PE BY LOCAL RECSTREHAB (WIDENING); PE BY LOCAL RECSTREHAB (WIDENING); PE BY LOCAL Relocations: Relocations: Relocations: Relocations: Relocations: Review: Acquisition MGR: Acquisition MGR: Acquisition MGR: Acquisition Pend: Acquired: Relocations: RWV Cert Date:	Nanning:	*HOLD*;	SR 13 Buford Hwy on the ARC Bike/Ped Plan (2002)	pg 77 & 98; Dec 05: G	DOT to fund								
Parcel CT: 75 Total Parcel in ROW System: Condemnations Pend: Acquired: Acqu		okentros	I above \$3.25 mil										
mining: 1225301W Op: REH:SEND PLANS FOR SIGN & MKG WHEN 50% COMPL 4/15/99 RECSTREHAB (WIDENING); PE BY LOCAL  **RECSTREHAB (WIDENING); PE BY LOCAL	Prog. Develop		SWITCHED TO LOCAL FER COMMISSIONER										
PECST/REHAB (WIDENING); PE BY LOCAL  Parcel CT: 55 Total Parcel in ROW System: Relocations: Relocations: Review: Acquisition MGR: Acquised: RNW Cert Date:	rogramming		THE BLANS FOR SICH & MKG WHEN 50% COMPI	4/15/99									
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Options - Pending:  Condemnations - Pend:  Acquired:			Tread Dougel in DOW Syctoms	Ğ	od. Filed:		Acquired by		20			DEEDS CT.	
Options - Pending:  Condemnations- Pend:  Acquired:	rrei, rarcei						Accomingation	MCD.					
Condemnations Pend: Acquired:	Under Revie	W:	Options - Pending:	Kel	ocations:		Acquisition	NOW.					
	Released:		Condemnations Pend:	Acc	luired:		R/W Cert I	ate:					